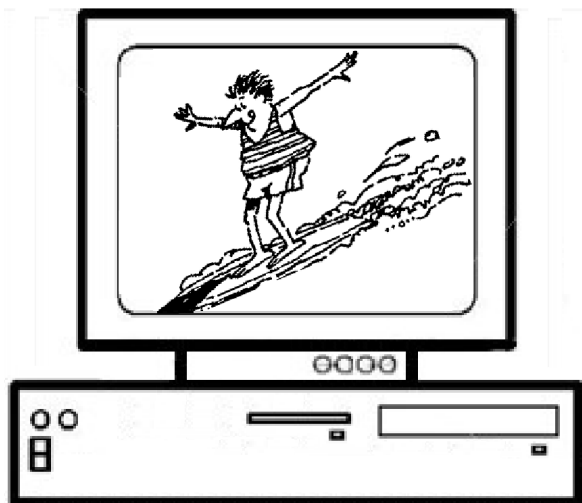


Amateur Computer Group of New Jersey NEWS

Volume 35, Number 08

August 2010



REMEMBER THESE DATES:

July 16, 2010 was the seventeenth anniversary of Slackware Linux, first released in 1993 by Patrick Volkerding. Slackware is the *oldest* surviving Linux distribution. (There are many Linux variants derived from Slackware).

August 16, 2010 is the seventeenth anniversary of Debian GNU/Linux, first released in 1993 by Ian Murdock. Debian is the *second* oldest surviving Linux distribution. (Ubuntu is based on Debian, as are many other “flavors” of Linux).

September 27, 2010 will be the *twenty-seventh* anniversary of GNU (GNU's Not Unix), first announced in 1983 by Richard Stallman. This is the *true* date of origin for the operating system that we now call Linux. (In its name, Debian GNU/Linux acknowledges its GNU “roots”. Slackware Linux, like most others, does *not*).



<http://www.acgnj.org>

Founded 1975

ACGNJ HAS AUGUST ACTIVITIES!

While some of our club is shut down during August, a lot is *not*. *Seven* of our Special Interest Groups have meetings scheduled. When you're not "riding the wild surf" or "catching some rays", maybe you might consider attending a few of them. Have you been curious about one or more of the SIGs below, but just haven't found the time to “drop in”? This could be the opportunity you've been looking for. Then, there's our annual Planning Meeting. In many ways, this can be considered our most important public meeting of the year. You want to affect the direction the club is taking? This is where it happens. Have a great August, full of fun, adventure and relaxation; and computer stuff *too*!

Scheduled August (and early September) Meetings:

August 2 (Monday) Lunics (Linux/UNIX) 8:00 PM

August 10 (Tuesday) Java **CANCELED** (See page 3)

August 11 (Wednesday) WebDev 7:00 PM

August 12 (Thursday) Computerized Investing 8:00 PM

August 13 (Friday) NJ Gamers 6:00 PM

August 16 (Monday) Firefox 8:00 PM

August 17 (Tuesday) Planning Meeting 7:00 PM

August 26 (Thursday) Hardware Activity 8:00 PM

August 31 (Tuesday) Board of Directors Meeting 7:00 PM

Sept. 3 (Fri.) Main Meeting (Topic uncertain at this time) 8 PM

Sept. 6 (Mon.) Lunics (*On*, even though it's Labor Day) 8:00 PM

Please note that this schedule is even shakier than usual. So before you leave, please check the club web site for last-minute cancellations (www.acgnj.org).

(For further details, see *Brief SIG Information* on page 3).

In This Issue

Brief SIG Information	3
About This Issue	3
Planning Meeting	4
Forgotten Secrets From The Ancient Past, <i>Bob Hawes</i>	5

Officers, Directors and Leaders

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Secretary	Seery Syers	
Past President	Mike Redlich	(908) 246-0410

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Genealogy	Frank Warren	(908) 756-1681
Hardware	Mike Reagan	
Investing	Jim Cooper	
Java	Michael Redlich	(908) 537-4915
Layman's Forum	Matthew Skoda	(908) 359-8842
LUNICS	Andreas Meyer	
NJ Gamers	Gregg McCarthy	
WebDev	Evan Williams	(908) 359-8070
Window Pains	John Raff	(973) 992-9002

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	Arnold Milstein	(908) 753-8036
	John Raff	(973) 992-9002
	Bob Hawes	
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Submissions: Articles, reviews, cartoons, illustrations. Most common formats are acceptable. Graphics embedded in the document must also be included as separate files. Fax or mail hard copy and/or disk to editor; OR e-mail to Editor. **Always confirm.** Date review and include name of word processor used, your name, address and phone and name, address and phone of manufacturer, if available.

Tips for reviewers: Why does anyone need it? Why did you like it or hate it? Ease (or difficulty) of installation, learning and use. Would you pay for it?

Advertising: Non-commercial announcements from members are free. Commercial ads 15 cents per word, \$5 minimum. Camera ready display ads: Full page (7 x 10 inches) \$150, two-thirds page (4.5 x 10) \$115, half-page \$85, one-third \$57, quarter \$50, eighth \$30. Discount 10% on 3 or more consecutive insertions. Enclose payment.

Publication Exchange: Other computer user groups are invited to send a subscription to ACGNJ at the address below. We will respond in kind.

Address Changes should be e-mailed to membership@acgnj.org or sent to ACGNJ at the address below.

Membership: Regular (now including *all* family members residing at the same address): 1 year \$25, 2 years \$40, 3 years \$55. Student: 1 year \$20. Senior Citizen (over 65): 1 year \$20, 3 years \$45. Send name, address and payment to ACGNJ, PO Box 135, Scotch Plains NJ 07076.

Typographic Note: This ACGNJ News was produced using Scribus 1.3.3.13. Font families used are Times New Roman (TT) for body text, Arial (TT) for headlines.

E-Mail Addresses

Here are the e-mail addresses of ACGNJ Officers, Directors and SIG Leaders (and the Newsletter Editor). This list is also at (<http://www.acgnj.org/officers.html>).

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Evan Williams	ewilliams@collaboron.com

Brief SIG Information

Computerized Investing features presentations and instructions on learning, selecting and using various charting and technical analysis software. The object, of course, being profitable investment. Meetings are generally “free flow”, following whatever questions come from the group. Primary focus is on Telechart and Tradestation; but users of other software and platforms are very welcome.

Jim Cooper (jim@thecoopers.org).

Firefox is an open forum for all Firefox and Mozilla techniques and technologies, to encourage the study and development of web sites of all kinds.

David McRitchie (firefox@acgnj.org).

Hardware, our newest Special Interest Group, is dedicated to repairing, refurbishing and/or recycling older computers. It celebrated its First Anniversary in May of 2010.

Mike Reagan (hardware@acgnj.org).

Java covers beginner, intermediate, and advanced level Java programming. Primary focus is on developing useful/practical applets and applications. Usually, the August meeting is reserved for special projects. However, due to scheduling conflicts, this year's August meeting had to be canceled.

Mike Redlich (mike@redlich.net).

Lunics is a group for those who share an interest in Linux or other Unix-like operating systems (such as BSD and Solaris). Recent meetings have followed a Random Access format.

Andreas Meyer (lunics@acgnj.org).

NJ Gamers sessions go for **eighteen** hours, with a \$5.00 admission charge. Bring-Your-Own-Computer, Bring-Your-Own-Food, and Bring-Your-Own-Chair (if you want to be comfortable).

Gregg McCarthy (greggmajestic@gmail.com).

WebDev is an open forum to encourage the study of Website Development techniques and technologies. All available website development platforms will be considered and demo sites will be created using mostly open source code. Topics to be addressed will include content management systems (CMSs), Web 2.0 and the Semantic Web.

Evan Williams (ewilliams@collaboron.com).

Planning Meeting: This year is especially important. The club's future, indeed its very survival, could be in the balance. Plus, it's a dinner meeting, so there'll be **Free Food!** But there's a catch. If you attend, you have to bring two possible meeting topics with you. For further information, and instructions on how to RSVP, see Page 4.

About This Issue

I intended to produce this issue using Ventura Publisher. Really I did. As I said last issue, I created an experimental Windows 98 SE system (on one of the recycled computers from our Hardware SIG), and I installed the club's twelve year old copy of Ventura onto it. (As I also said last issue, that program hasn't been installed on the official club computer for a *long* time). The hardest part of the process, in fact, would have been completely beyond my control. Ventura Publisher (the version that I'd be using, at least) *can't* directly produce a PDF file. So I'd have had to save my output in a transitional file format, and e-mail it to Barbara (our Editor). She'd then use her copy of Adobe Acrobat to convert that file into a PDF. Regardless of this complication, I had high hopes that I'd be able to pull off an acceptable issue; but it was not to be. Though I *did* have to make some compromises (and despite the fact that I only knew exactly what I was doing about *half* of the time), things went well enough until I got slightly beyond the middle of page three. At that point, a combination of political and technical issues forced me to abandon Ventura and switch back to Scribus. Let's take the political part first.

Last issue, at the end of my *December 2009 Award Certificates* article, I wrote; “There are, in fact, a few more certificates that I made recently, celebrating other achievements; but they'll have to wait until next month”. Those had been created, but *hadn't* actually been handed out yet. Now, I've been asked *not* to do anything more with them until the next Board Meeting. Such a request might imply that changes are being contemplated, or maybe even that the whole idea was being re-thought; which in turn meant that I shouldn't use them in the follow-up *Awards*

article I'd planned for this issue. So I had to put that off, probably until *next* summer. This left me with two other articles for this issue: A reprint of David McRitchie's *Firefox Usage Notes* from July (to see if I could get all of his links to work in Ventura), and my “biggie”: *Forgotten Secrets From The Ancient Past*. That's when the technical issues struck.

In a nutshell, Ventura just flat out *couldn't* reproduce the images for *Forgotten Secrets From The Ancient Past* acceptably. They came out *terrible*; and *Forgotten Secrets* is all about the images. Without them, it's nothing. So I had to sacrifice either my “biggie” or Ventura. I chose to dump Ventura; and that meant that I lost *Firefox Usage Notes* as well. (There wouldn't be any point in reprinting it again under Scribus, where the links almost certainly *wouldn't* work again, either). However, the switch to Scribus gave me a logical replacement for *Firefox Usage Notes*. On page 4, I reprinted the information from the *Planning Meeting* web page as an article. (Exactly as I did last August, and for the exact same reason: because *its* link almost certainly wouldn't work, too).

Finally, I didn't really loose *all* of the work I did before I had to start over again in Scribus. (Just most of it). In theory, Ventura can export single pages as EPS (Encapsulated PostScript) files, and Scribus can import such files. In practice, pages 1 and 2 were incompatible, but page 3 (*this* page) worked. So *both* headings on this page, plus the two text blocks that you see in the top half *and* the footer were actually produced by Ventura, exported as a single EPS file, and then re-imported here. Only these two text blocks in the bottom half were created by Scribus, then superimposed over the page. Cool, huh?

Planning Meeting

7:00 PM Tuesday, August 17th 2010, at the Scotch Plains Rescue Squad (SPRS)

Dear ACGNJ members and guests (see below),

The single biggest benefit of your membership in the Amateur Computer Group of New Jersey is education. Our organization has always had education as its cornerstone. Whether the discussion is led by a fellow member or a speaker from outside of the ACGNJ, our primary mission is to disseminate information to the public about computing, for personal use at home as well as in the business world.

It is imperative that a slate of talks be created at the beginning of each meeting year (September-June), so that sufficient lead-time can be had to arrange to get quality speakers, as well as let the public know of their scheduled appearances. So that we can avoid the problems in this area that we have suffered in the past, we are asking for your help.

You are invited to attend a planning meeting on **Tuesday, August 17th 2010 at 7PM** where this year's slate of talks for the Main Meeting and hopefully also for the bulk of the Window Pains meetings will be established. The meeting will be a

dinner meeting at *Scotch Plains Rescue Squad (SPRS)*, in Scotch Plains, NJ. The dinner is being prepared by Alfredo's (Hershey's) of Scotch Plains;

Please RSVP.

We need to know how many are coming!

Your price for admission is two topics of discussion for one of the 20 meeting nights (Main and Window Pains). It will be your responsibility, should your topic win by a vote of those attending the planning meeting, to make arrangements to either provide a speaker or be the speaker yourself on the approved topic the night that it will be scheduled. You will be expected to host the meeting, meaning you will provide introduction of the speaker and see to it that the speaker gets whatever assistance he or she may need to give the talk. The time for a talk should be about 45 minutes to an hour plus a Q & A session. Any topic beats none at all, so don't think it has to be rocket science level stuff. Actually, the simpler a topic, the better public appeal will probably be.

Guests are welcome as long as they join ACGNJ for

(Continued Above Right)

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at least 2 years, prior to or at the meeting.

Unfortunately, the club has suffered a loss in active membership because of frequent lack of scheduled and announced topics of discussion listed in the newsletter and on the web-site calendar. We must try to make this a successful meeting so that we may get the ACGNJ back to its previous status as a well recognized and respected source of information for the computer user.

Please mark your calendars, **Tuesday, August 17th 2010 at 7PM** and bring at least two topics for a meeting night. This is the single biggest thing you can do right now to help the ACGNJ. Please respond by e-mail to **both** facilities@acgnj.org **and** president@acgnj.org ASAP, so that we can get a head count for final reservations.

Thanks and hope to see you on the 17th.

Paul Syers, President, ACGNJ

The information above is pretty much repeated on our web site (along with an RSVP reply form) at:

<http://www.acgnj.org/pm/pma.html>

35th Anniversary Newsletter CD Now On Sale



Beta .09 Release.

\$8.00, including postage.

(\$7.00 if you pick up a copy at a meeting).

Get yours today!

Back Issues Still Needed

Our collection remains incomplete. Below is a list of missing newsletters. Anyone who lends us one of these (or supplies a good clear copy) will receive the next CD as our thanks.

1975: #2 and #3 (dates uncertain).

1976: January.

1984: August.

1985: June, July, August, September.

Forgotten Secrets From The Ancient Past

by Robert D. Hawes (bob.hawes@acgnj.org)

Well, from my *own* personal “Ancient Past”, anyway. Going back all the way to late 1988, when I got my first PC. It was a 286, with a 40 MB hard disk, a 5 ¼ inch floppy drive, and an EGA color monitor. I’d wanted my own computer for a *loooong* time, and this was the first commercial offer I came across that I could just barely afford. In a way, my timing wasn’t that good. Just a few months later, VGA monitors and 3 ½ inch floppy disk drives came out; but in another way, my luck was great. The vendor that I picked was an extremely good one, who included a really excellent Getting Started manual, containing ten chapters. One for the computer itself, and one each for the nine “bonus” programs that came with it. I was “up and running” in no time. Now, it wasn’t until I began sharing “war stories” with other computer users that I realized just how fortunate I really was. Having started out with a fantastically well written tutorial, I hadn’t considered what my first PC experiences could have been like

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modified a piece of clip art showing a guy sitting at a computer desk. I manually stuck dots around his face until I simulated a beard. In my opinion, I produced a guy with a whimsical expression who did, in fact, sort of look like me. (Unfortunately, I can’t find an example to show you here).

As you might expect, I quickly bought other stuff for my computer. One was a hand scanner. Another was an upgrade of Wordstar that also supported graphics. At that point, I scanned in a drawing of a car like mine from a technical manual, cut off the head of the ETG guy, and stuck it inside the car to produce a Wordstar version of the From Your President masthead. So here I am, driving along in my car. I have to say that my beard is pretty accurately



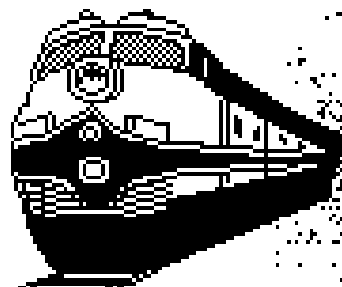
without it. When I ordered my computer, my decision was based solely on price. I didn’t know anything about my particular vendor. Considering all the fast and loose operators I might have run into, I surely lucked out big time.

Except for tutorial exercises, the first piece of hard copy output I produced, using a program called Bantastic, was a giant banner that read; “Happy Birthday, Dad”. It was about *eight to ten* feet long. (You could do stuff like that with continuous fan-fold paper). That was the only time I ever used that bonus program, and I hardly used six of the others, either; but two of them (ETG and Wordstar) I used *a lot*. When I first got my computer, I was Vice-President of a car club. A few months later, the President resigned due to personal reasons, and I became President. Among other things, that meant I had to write a monthly From Your President message for the club newsletter. To make it, I used ETG (Easy Text and Graphics). For a masthead illustration, I

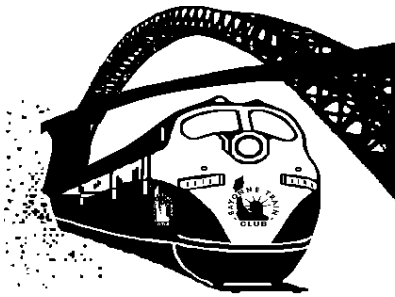
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reproduced. At the time, it showed not a single trace of gray. (Also, while I didn’t have a personalized license plate in real life, in cartoon world I did). Well, that’s about all the Desktop Publishing I did for my car club. Now we turn to my train club, where I did a whole lot more.

The train club was formed in mid-1989. Because we attended train shows as a group, we needed identification. So I produced personalized color badges for the members. I’m embarrassed to admit that I can’t find *any* of the finished products. (I hope that they’re just extremely thoroughly filed away, not lost forever). However, I did find two black and white prototypes. The first was made with ETG, using a clip art diesel locomotive. On the finished badges, all the black ink on the locomotive was blue,



**BAYONNE
TRAIN
CLUB**
Charter
Member
No. 001



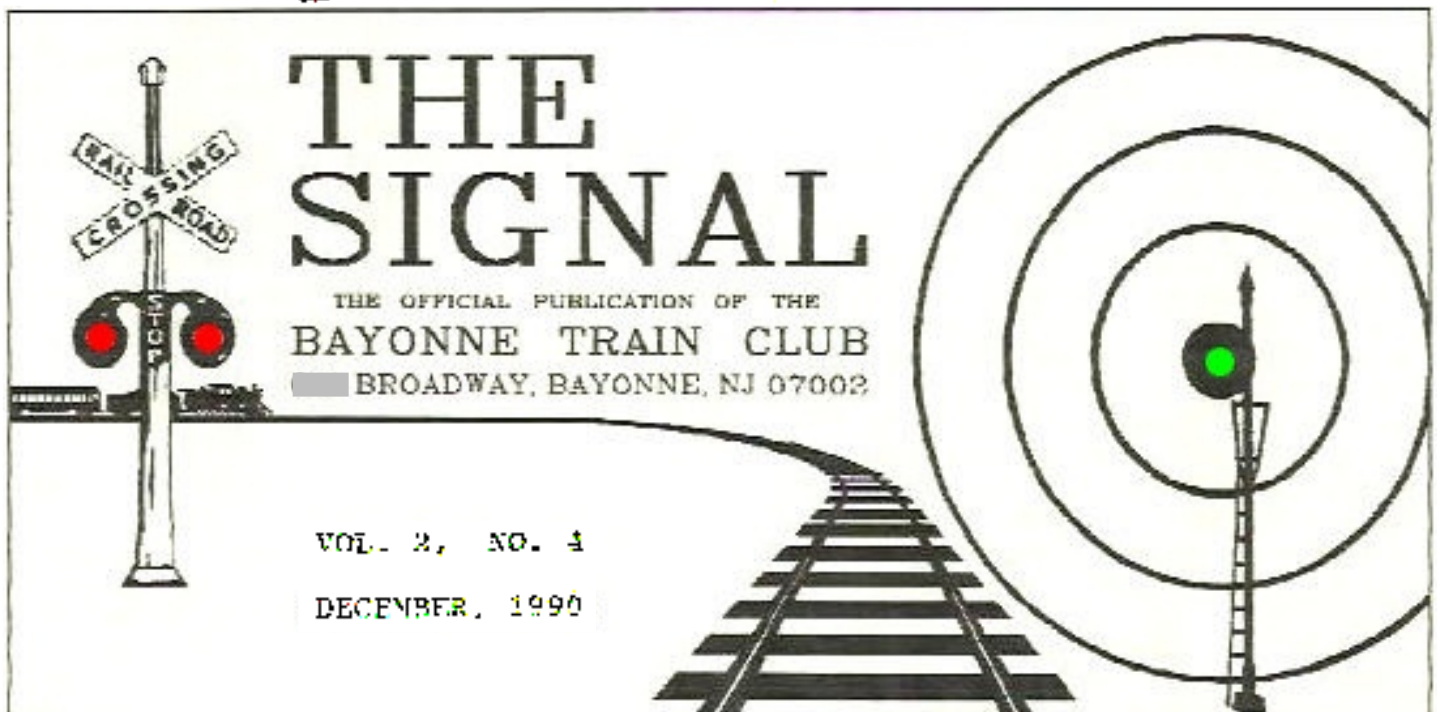
**BAYONNE
TRAIN
CLUB**
Charter
Member
No. 001

while the white areas stayed white. The second was a later design done by Wordstar, with the earlier locomotive edited into a workable approximation of a Jersey Central diesel (except that the letters circling the Statue of Liberty say "Bayonne Train Club" rather than "Jersey Central Lines"), and with a hand scanned image of the Bayonne Bridge stuck above and behind it. On the finished badges, the black areas on the locomotive were purple, the white areas were yellow, and the bridge was gray. On both versions, the member's name was printed below everything else. (Obviously, Wordstar could produce a higher resolution image than ETG. Less obviously, the letters on the Wordstar version were a "work in progress". Be assured that they were darker and

crisper on the finished badges). During the same time period, I also used those same diesel images as parts of club letterheads, and on club rosters.

Now for a bit of history: A while after the train club was formed, a member volunteered to write a newsletter. It was typewritten (with no illustrations), it was handed out at meetings (not mailed), and he named it "The Signal". He produced four issues, then quit the club in early 1990. I had nothing to do with that incarnation of the newsletter; but in August of 1990, the club was planning a bus trip to a steam railroad, and the President asked me if I could use my computer to revive the newsletter, and use it to publicize our various club activities. I jumped at the chance, and produced Volume 2, Numbers 1 to 4 (September to December 1990) using Wordstar.

The President and I decided to keep the name "The Signal". Working together, we dug up two signal illustrations to match it: a "bullseye" and a "crossbuck". Then, we found a perspective inducing "track ladder", plus a small steam locomotive and an equally small passenger car. Finally, I hand scanned them all in, stirred thoroughly, and our new graphic



masthead was complete.

A quick note about the train: As scanned in, the engine had its cab located behind the boiler (as it was in most steam locomotive designs). I moved it to the top of the boiler, in the middle, to simulate the “Camelback Ten-Wheelers” (also known as “Mother Hubbards”) that ran commuter service through Bayonne on the Jersey Central main line during the fifties. Occasionally, when I was a little kid, my Dad would take me for a ride on one of them. What a fabulous treat!

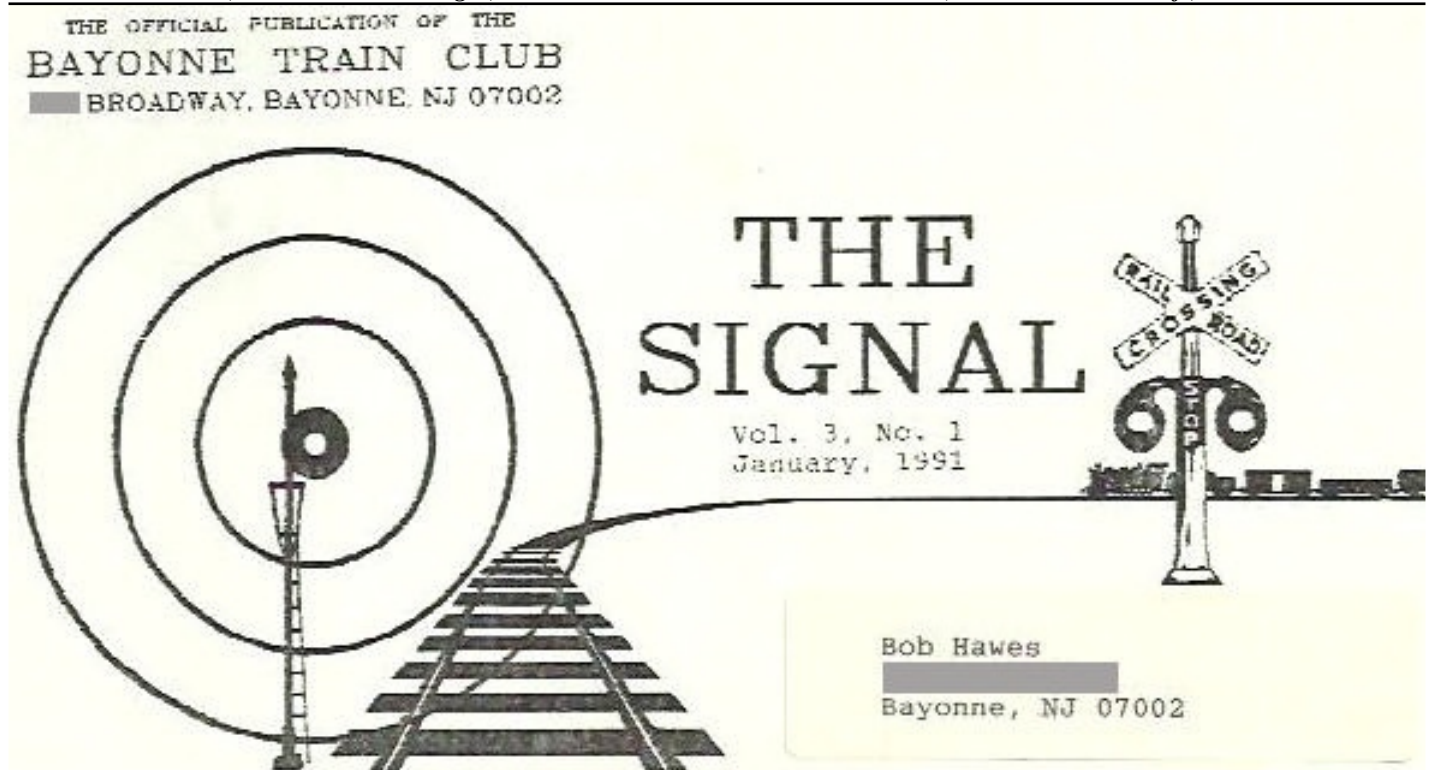
Except for the “date blocks”, the mastheads for those four issues were identical; but in December I pasted a “Happy Holidays” banner above the masthead, and also added the *only* bits of color my train club newsletter ever had. On each member's copy, using magic markers, I hand colored the lights on the crossbuck red, and the light on the bullseye green. (Logically, the bullseye should have been red, too, since the locomotive was coming towards the

viewer; but that wouldn't have looked as good). For this article, I scanned in the December 1990 cover using my new full-page scanner, then I cropped out just the masthead using the GIMP (GNU Image Manipulation Program). I confess that while I was there, I also used the GIMP to reinforce the colors of the lights, and I added a gray rectangle to hide the address (which has belonged to somebody else for many years now).

The last pages of those four issues were blank. (They'd been printed single-sided). So for mailing, they were folded in half (and stapled) with that last page on the outside. Then, a member address label, a return address and a stamp were just stuck on in the appropriate places. For 1991, anticipating double-sided printing in the future, I decided to re-design the masthead to accommodate labels and stamps. Here, from January 1991, is my first attempt at a postal compliant cover. (Also scanned in by my new full-page scanner).

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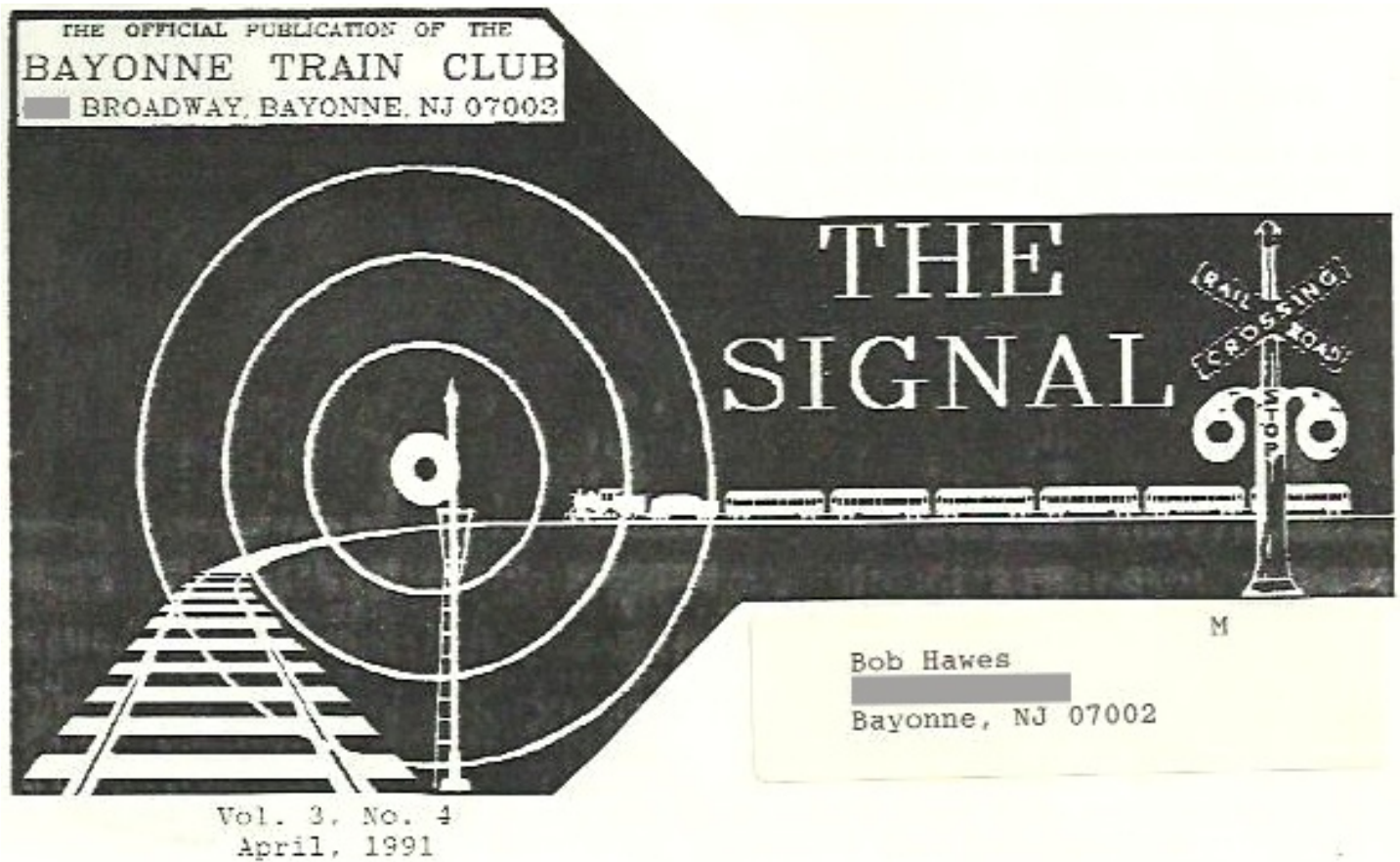
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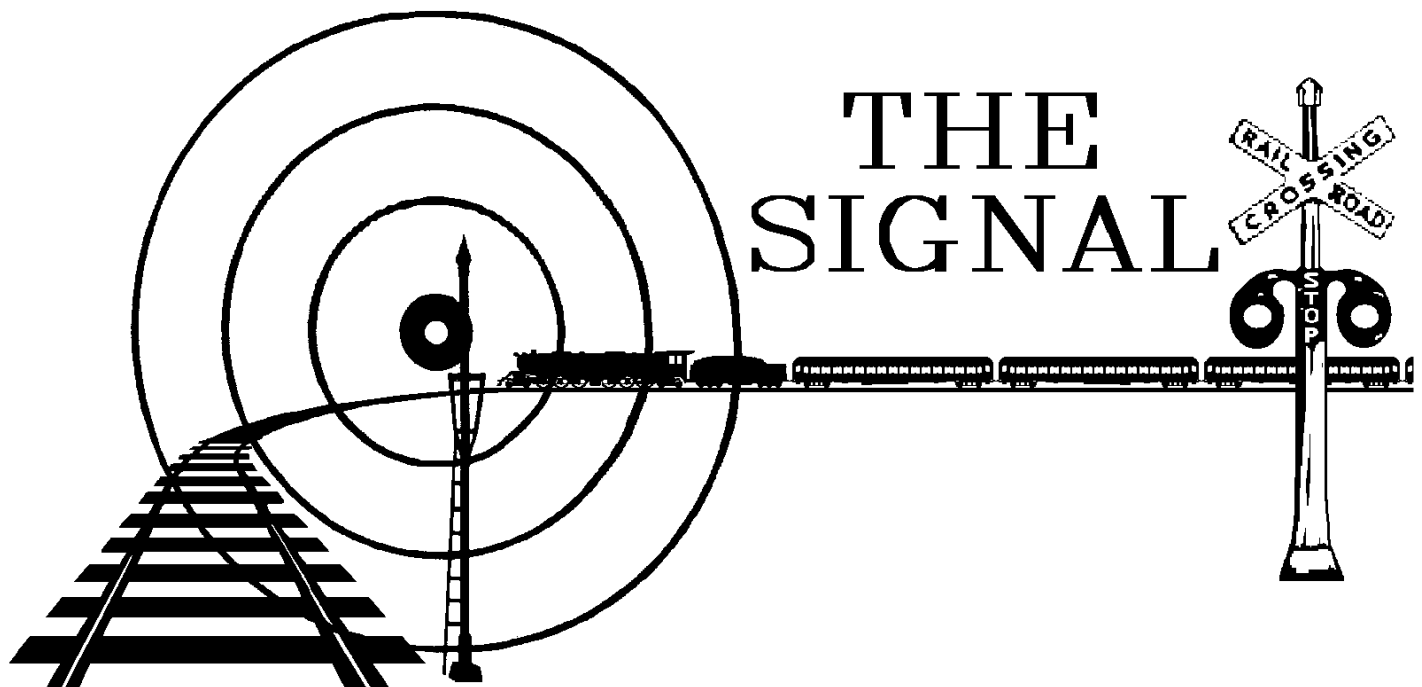
Note how the “OFFICIAL PUBLICATION” information was moved to the top left, where it now also doubled as the return address. Note the dedicated areas reserved for stamps and address labels. Note that the train now consisted of the steam locomotive (in its original scanned in form), plus a few new freight cars. Note how the repositioned “date block” interfered with inserting an even longer train. Note how the bullseye signal was now on the wrong side of the track for most (but *not* all) US railroads. Note that, with its pole shortened, the crossbuck signal now looked “stumpy”. Clearly, while some of my changes had worked, others hadn't.

Forgotten Secrets From The Ancient Past, *continued*

Further revision was required. (I got it mostly right in February, although I didn't fix the crossbuck until September). A few months later, I began alternating "day" and "night" scenes. Here's a new full-page scan of my first night scene, from the April 1991 issue.



The Camelback locomotive is back, and it's *finally* pulling a small but realistic train of six "shortie" coaches. For comparison, here's the TIF source file (*not* a scanned in newsletter page) for a larger steam locomotive.



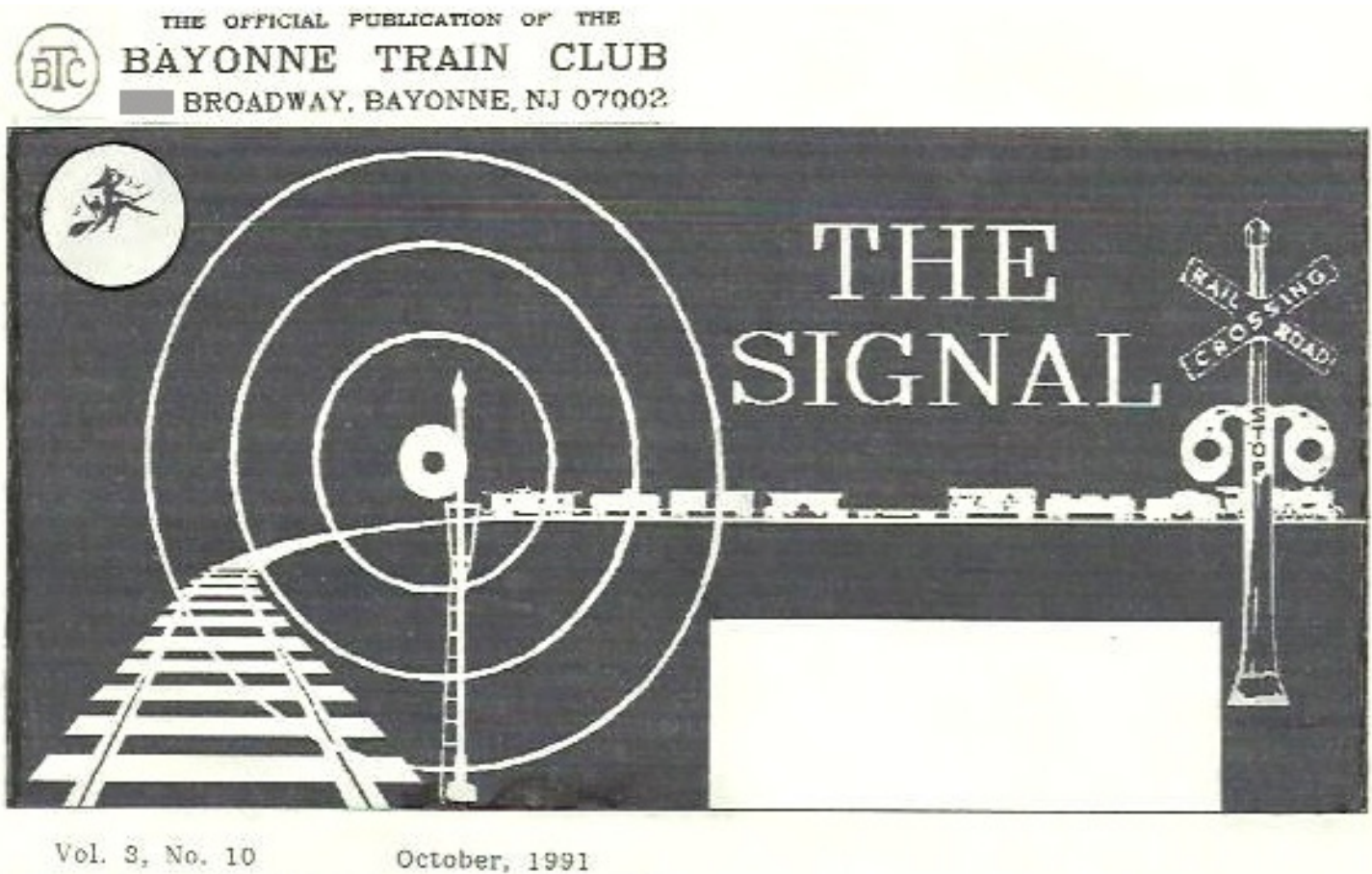
Forgotten Secrets From The Ancient Past, *continued*

It's an articulated locomotive that was called a "Challenger". Though they weren't the largest steam locomotives by any means, they weren't all that small, either. Generally speaking, they avoided the east coast. They just couldn't safely handle the track conditions. I think it's very unlikely that a Challenger ever ran through Bayonne. On the other hand, trains like the Camelback is pulling ran through Bayonne

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all of the time in the fifties. I liked this Camelback train so much that I used it seven times in a row (in both "day" and "night" versions) for my February through August 1991 issues; and I used it in several later newsletters, plus in at least three "Special Edition" handouts as well. To me, it's the quintessential "Bayonne" train. Now, here's my first "Halloween" cover, from the October 1991 issue.

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Compared to April, you can see that I had "rectangularized" the black area. In fact, from looking at the "Challenger" image above, you may have guessed that the rectangle was, in fact, the complete TIF image. At this point, I'd switched to a DOS Desktop Publisher. So I'd saved the "return address" block as a separate image file, and each month I imported that same file into a separate "image frame" above the frame containing that month's cover TIF file; and then I manually typed the "date block" into a separate "text frame" below it. The blank space to the right of the return address left plenty of room for stamps, and the blank space to the right of the date block was required by postal August 2010

regulations, to provide room for their bar codes to be printed. The smaller white rectangle inside the black rectangle was included in each "night scene" TIF file by me, for address labels. I was afraid that if I just pasted a label onto a black printed area, the glue might stick to the ink rather than to the paper; and then, as a result, the label could fall off during transit. The extra work to insert that white rectangle into each "night" image was negligible, and well worth the "insurance" value. The train inside this particular TIF file is an old time freight train, pulled by a locomotive that's a bit bigger than the one in the January 1991 image.

That just leaves the witch flying across the full

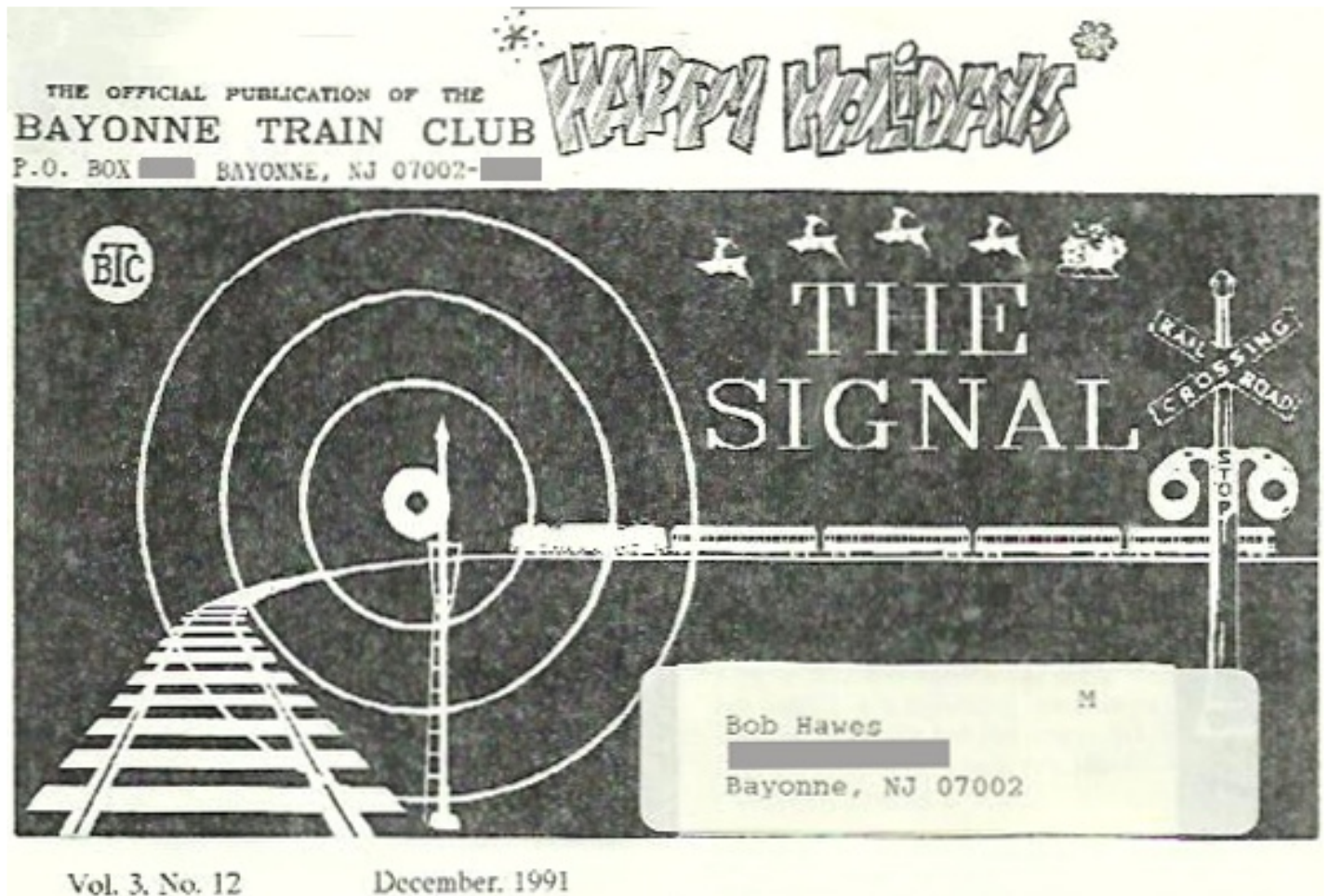
moon. Computerizing her was beyond the physical limits of my hand scanner. She was just too small. I had to take her to the Library and photocopy her. Then, I placed a coin over her and traced a circle around her. Cutting out that circle produced the moon, which I glued to my master copy of page one. Then, when I'd glued all of my cut-outs to all of my master pages, I photocopied them again, producing "copy masters" that could safely be run through high

speed machinery, without the danger of anything falling off and gumming up the works. (That's right! Most of the pages that came out of my printer contained carefully measured blank areas, into which I had to glue or tape photographs, drawings, diagrams, etc. My hand scanner was a very useful tool, but a whole *lot* of things were just flat out beyond its capabilities).

Next up: my December 1991 cover.

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So: We've got a smaller version of the Happy Holidays banner from 1990, Santa is flying overhead, and Commissioner Gordon (or somebody) is shining the BTC signal into the sky. Unfortunately, we've lost much of the train details. Fortunately, there's something I can do about that. Here's a close-up view of a similar train. In this case, five passenger cars being pulled by a GG-1 electric locomotive.



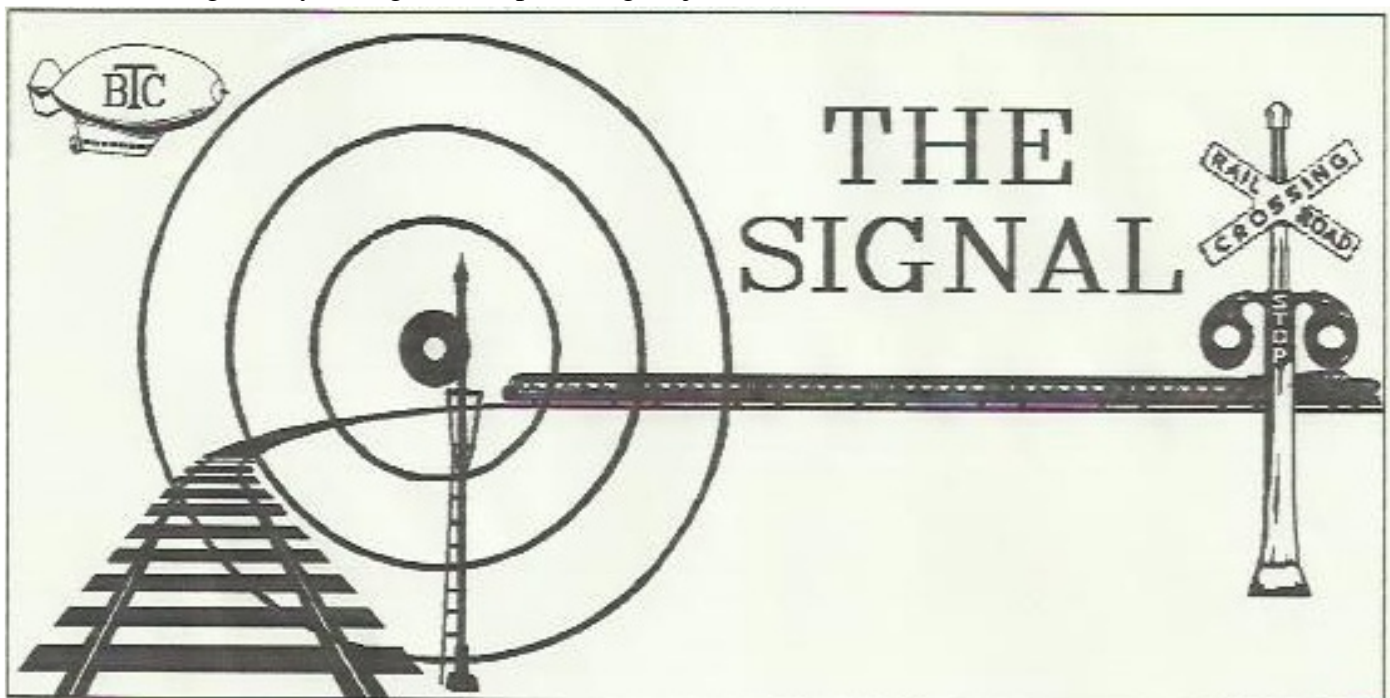
Because GG-1s got their electricity from overhead wires, they had essentially unlimited power. Their top speed was therefore determined only by the capacity of their internal equipment, and by safe track conditions. I've heard that their throttles were red-lined *well* below the top; and that even on specially maintained test tracks, nobody ever cracked one open all the way. It seems that *no one* ever found out exactly how fast a GG-1 could really go. And now for something completely different: My *second* Halloween Issue.



Vol. 4, No. 10

October, 1992

Here, I tried to get fancy, having the full moon illuminate both a different witch and the tops of the trees in a spooky forest that the train was supposedly running through; and it almost worked. If you already *know* that it's a haunted forest, you can indeed see details to back up that scenario. If not, it sort of just looks like smoke that came out of the steam engine. (This idea would fit even better if the freight train was facing the *other* way, putting its smokestack at the extreme right of the image, where such a cloud of smoke would logically start). Oh, well. Sometimes an experiment works, and sometimes it doesn't. Speaking of experiments, here's one that I tried eighteen years ago, and repeated again just last month.



Vol. 4, No. 11

November, 1992

The train is an Aerotrain; and Look! Up in the sky! It's absurd! It's insane! It's the BTC blimp! (Last issue, I put a Linux blimp in the air over my cover illustration). Later, in a following newsletter, I included the following announcement (paraphrased a bit due to space considerations):

CONTEST: A Pun in the Zeppelin

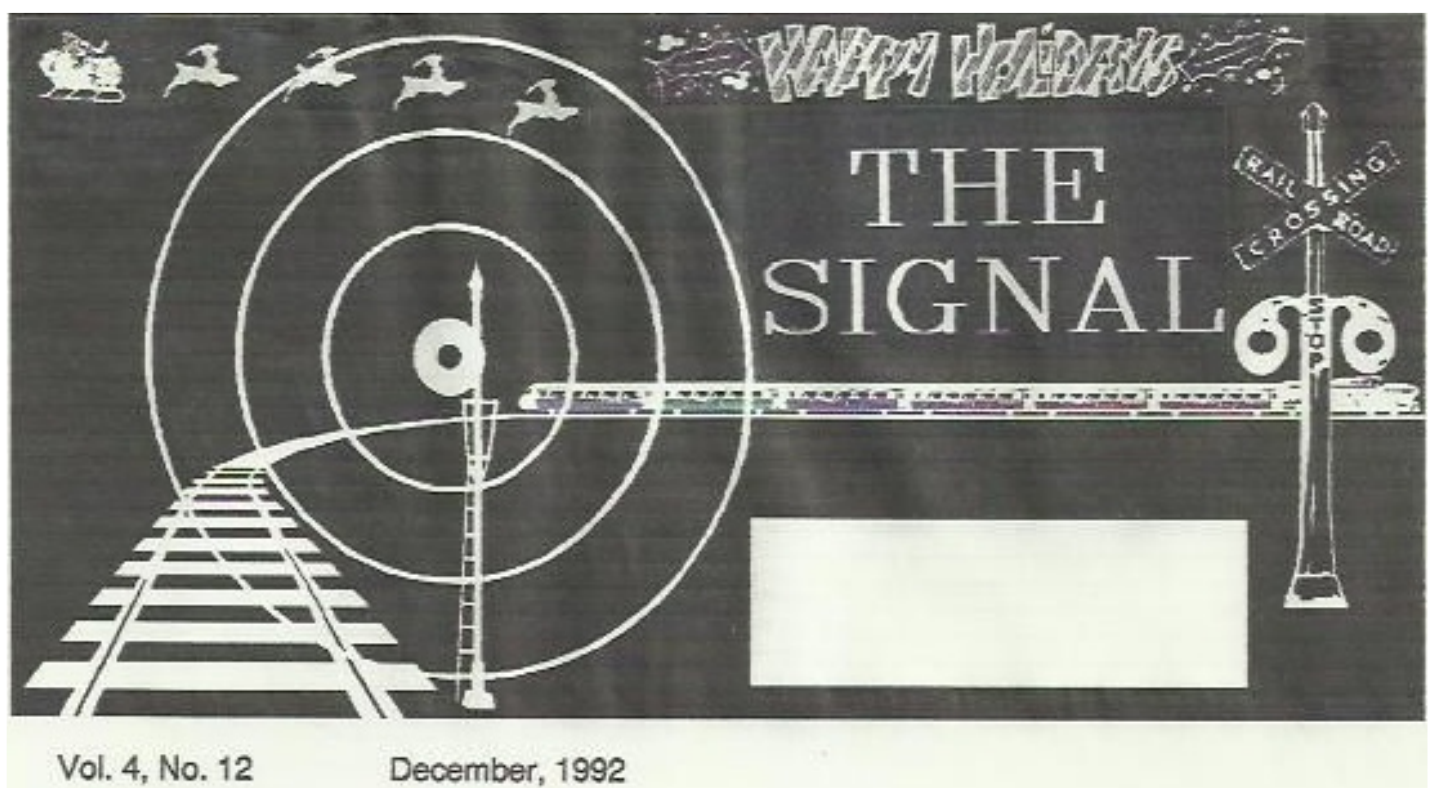
Last November, just for fun, I stuck a small blimp on the cover, and put our BTC logo on it. I did it on a whim, possibly as a result of an overdose of football coverage. I just thought it would be nice if the club had an advertising blimp like everybody else; but later, a thought struck me: It *wasn't* the club's blimp after all. Those initials stood for

something completely different. I decided to share the joke by holding a "Name That Blimp" contest. There's a funny, obvious by hindsight, and just-about-perfect meaning for the initials on that blimp. The first person to give me the correct answer will get his or her name in this paper, and have the privilege of seeing everyone else slap their foreheads and say; "Of course!"

Much as I'd like to, I'm *not* going to repeat that contest again now. (Though we *do* have prizes. There are still *four* of the 1998 TCF purple hats left). However, I'm not going to give you the answer right away, either. I'll include it at the very end of this article; but first, here's my *third* Holiday cover.

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The Happy Holidays banner is back, Santa's flying across the sky again, and the train is the Aerotrain again, too. Now, I *did* do a fourth Holiday newsletter. It was a combined issue, covering the months from September to December, 1993. Thus, it had yet another copy of the Happy Holidays banner, and *both* the 1991 witch and the 1991 Santa were in the sky. The train was a diesel freight train. To save space, I'll just reproduce the train part of that cover here.

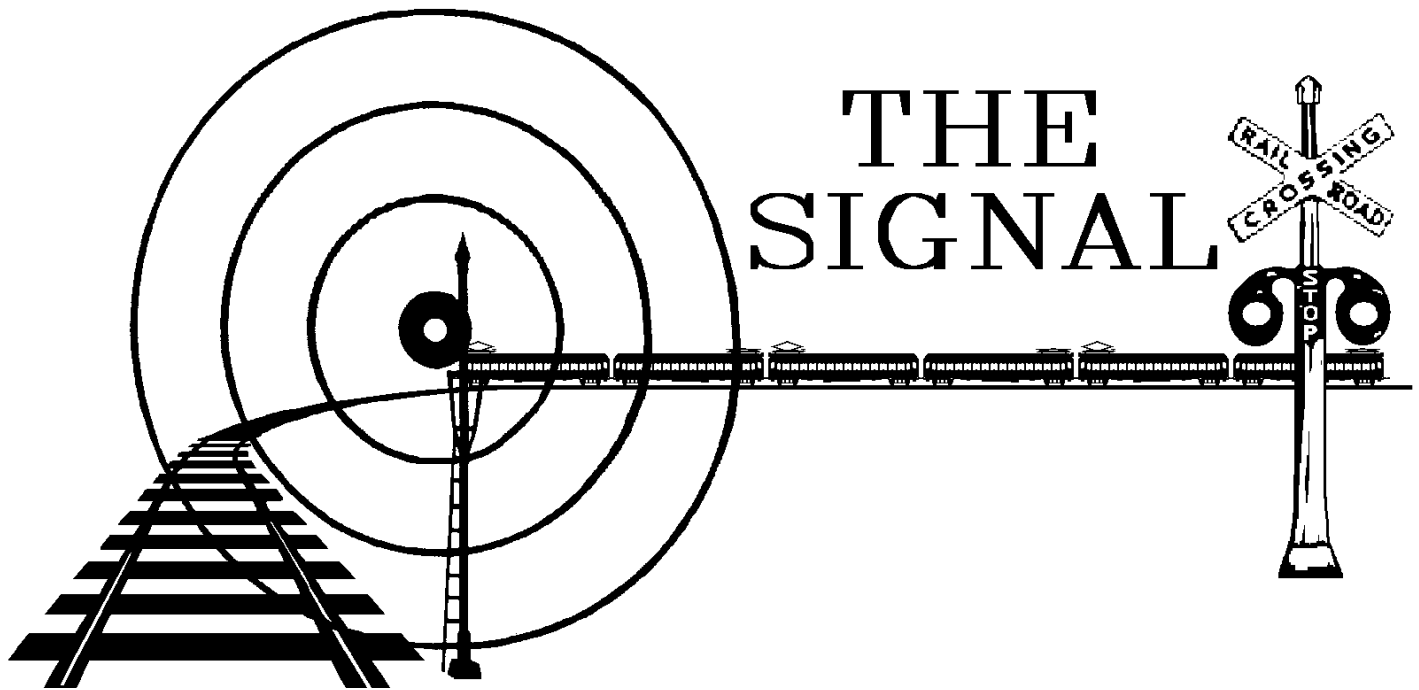


Sadly, my train club didn't make it to December 1994, so that's it for images containing paste-ups (and thus having to be scanned in). Anticipating a long and glorious future, I'd designed a whole bunch of newsletter covers, featuring lots of different trains; and I didn't get to use a lot of them. Until *now*, that is. So far, we've seen (in order of appearance) my Camelback steam engine pulling short passenger coaches (twice, actually), a small steamer pulling a freight train, a *big* Challenger steam locomotive pulling long passenger cars, a medium size steam loco pulling freight cars (also twice), a GG-1 pulling a passenger train, an

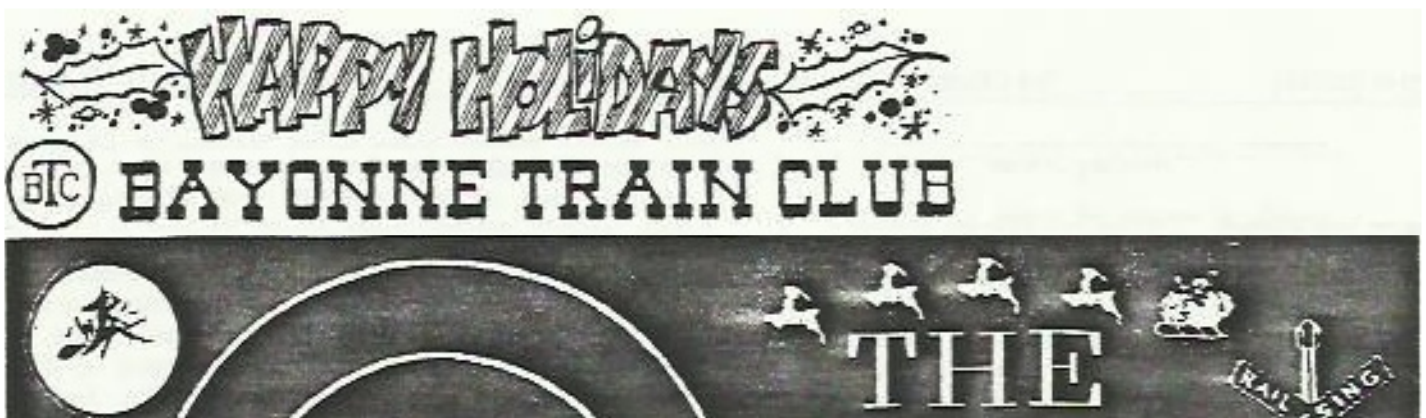
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Aerotrain (twice, too), and a diesel freight train. I'd actually made four versions for each of those seven trains (facing left, facing right, day and night), so while I didn't get to use all of them, I *did* get to use at least one of each. That really covers most of my old TIF files. While I'd planned to do an electric freight train and some trolley cars, I never got around to actually making those images, so I can't show them to you; but I *can* show you examples of my last three designs. First, we have the multiple-unit trains that used to run through Newark on the Pennsylvania Railroad. I used two of these (day and night versions) as my March and April 1993 covers.

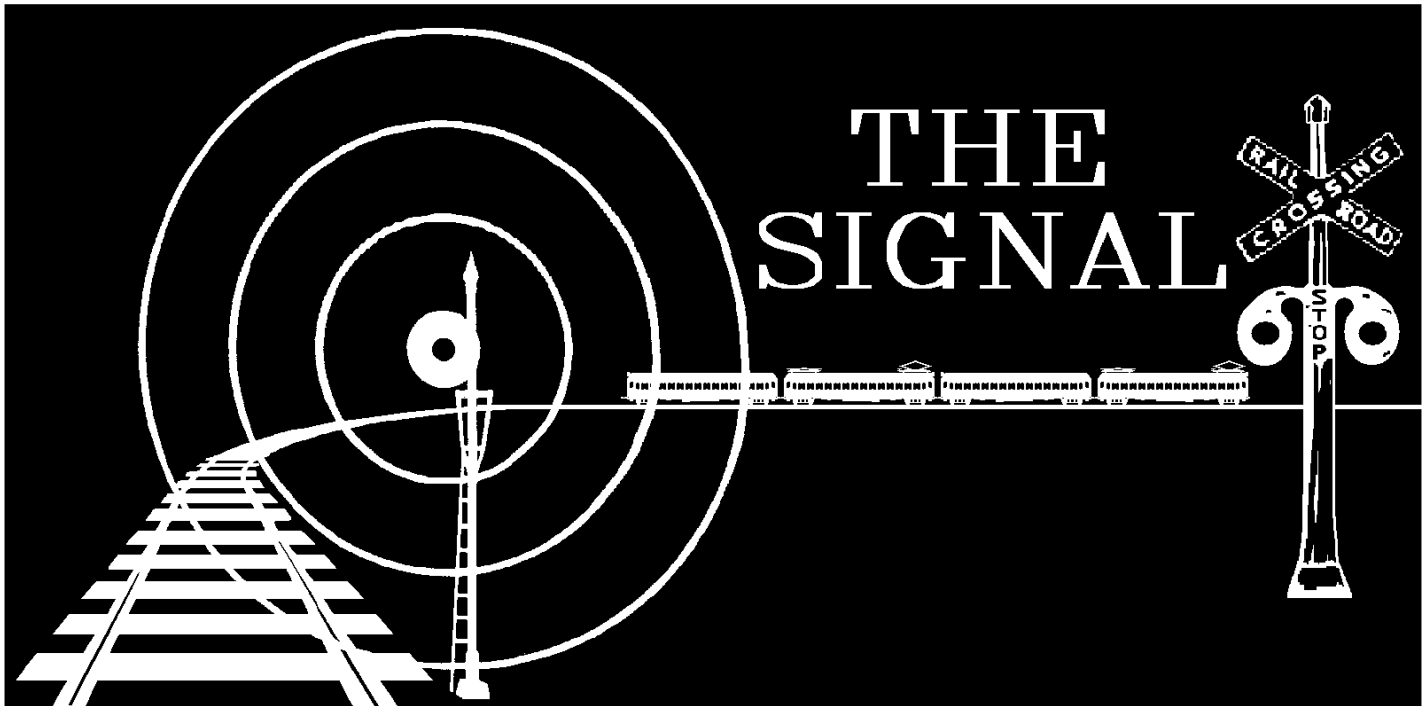
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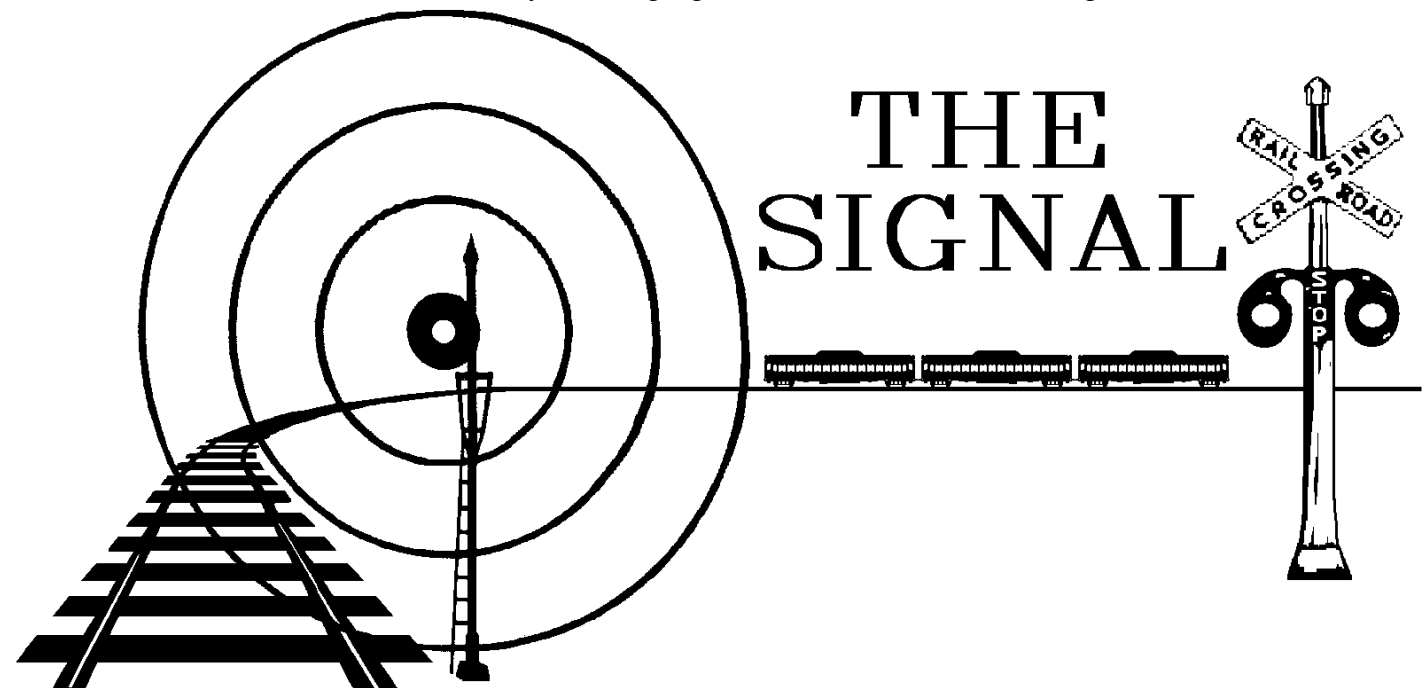
As it turns out, I need to insert a filler piece at this point. So here, after all, are the Happy Holidays banner, the witch, and Santa from the September/December 1993 issue of my newsletter.



Next, we have the multiple-unit trains that used to run out of Hoboken on the DL&W Railroad (Delaware, Lackawanna and Western, later Erie Lackawanna). Note the different pantograph arrangements. In addition to telling the DL&W and Pensy units apart, it also tells you the direction in which they're traveling. (The frontmost pantograph is *always* down). I never got to use any of these images.



Finally, we come to RDCs (Rail Diesel Cars). For eleven years after the “Aldene Plan” went into effect in 1967 (re-routing commuter trains that used to run to Bayonne and Jersey City, terminating them in Newark instead), these were the *only* passenger trains that still served Bayonne. As you might expect, I only made two of these covers. (You *can't tell* if they're facing right or left). Until now, I never got to use either one.



I'll conclude with the answer to my blimp question. Get ready to groan. It's the **Badyear Tire Company**. Bye.